

**In the Claims:**

Please amend the claims as shown in the following list.

1. (Currently amended) A heat-insulating and soundproofing lining for attachment to a surface in an engine compartment of a motor vehicle, comprising:

- a first covering layer ~~adapted~~ positioned for exposure to an engine compartment thermal environment when the lining is attached to the surface, the first covering layer comprising at least one of a polyester web, a glass fiber web, a carbon fiber web, a ceramic fiber web, and a mineral fiber web;
- a duroplastic foam layer bonded to ~~in planar contact with~~ the first covering layer, wherein the duroplastic foam layer includes a flexible, open-cell foam of melamine resin and has a long-term thermal loadability at 200°C of three weeks;
- a soundproofing layer bonded to ~~in planar contact with~~ the duroplastic foam layer, wherein the soundproofing layer is selected from the group consisting of plastic foam, particle composite foam, and a non woven fabric wherein the non woven fabric consists of at least one of natural fibers and synthetic fibers; and
- a second covering layer bonded to ~~in planar contact with~~ the soundproofing layer and ~~adapted~~ positioned for ~~planar~~ contact with the surface when the lining is attached to the surface, the second covering layer comprising at least one of a polyester web, a glass fiber web, a carbon fiber web, a ceramic fiber web, and a mineral fiber web.

2. (Previously presented) The heat-insulating and soundproofing lining of claim 1, wherein the duroplastic foam layer has a long-term thermal stability up to 180°C and a thickness of less than 5 mm.

3. (Original) The heat-insulating and soundproofing lining of claim 1, wherein the natural fibers and synthetic fibers are needed.

4. (Original) The heat-insulating and soundproofing lining of claim 1, wherein the natural fibers and synthetic fibers are non-needed.

5. (Canceled)

6. (Canceled)

7. (Original) The heat-insulating and soundproofing lining of claim 1, wherein the second covering layer comprises at least one of a thin needle-punched nonwovens and spunbonded nonwovens.

8. (Original) The heat-insulating and soundproofing lining of claim 1, wherein the second covering layer has in a weight per unit area from 30 to 200 g/m<sup>2</sup>.

9 (Canceled)

10. (Currently amended) The heat-insulating and soundproofing lining of claim 1, wherein the ~~plastic foam of the soundproofing layer~~ is a plastic foam and has a volumetric weight from about 6 to about 30 kg/m<sup>2</sup>.

11. (Currently amended) The heat-insulating and soundproofing lining of claim 1, wherein the ~~particle composite foam of the soundproofing layer~~ is a particle composite foam and has a volumetric weight from about 30 ~~g/m<sup>3</sup>~~ g/m<sup>2</sup> to about 250 ~~g/m<sup>3</sup>~~ g/m<sup>2</sup>.

12. (Currently amended) The heat-insulating and soundproofing lining of claim 1, wherein the ~~nonwoven fabric of the soundproofing layer~~ is a nonwoven fabric and has a volumetric weight from about 800 ~~g/m<sup>3</sup>~~ g/m<sup>2</sup> to about 2000 ~~g/m<sup>3</sup>~~ g/m<sup>2</sup>.

13. (Previously presented) The heat-insulating and soundproofing lining of claim 1, wherein the soundproofing layer has a thickness of less than 20 mm.

14. (Previously presented) The heat-insulating and soundproofing lining of claim 13, wherein the soundproofing layer has a thickness of less than 10 mm.

15. (Previously presented) The heat-insulating and soundproofing lining of claim 1, wherein at least one surface of at least one of the duroplastic foam layer and the soundproofing layer is formed with a pattern of convex bulges.

16. (Previously presented) The heat-insulating and soundproofing lining of claim 1, wherein the pattern of convex bulges is formed as a grid.

17. (Currently amended) The heat-insulating and soundproofing lining of claim 1, further comprising a metal foil bonded to in planar contact with the first covering layer.

18. (Currently amended) The heat-insulating and soundproofing lining of claim 1, wherein ~~at least two of~~ the first covering layer, the duroplastic foam layer, the soundproofing layer, and the second covering layer are joined by ~~an~~ adhesive layers layer.

19. (Currently amended) The heat-insulating and soundproofing lining of claim 17, wherein ~~at least two of~~ the first covering layer, the duroplastic foam layer, the soundproofing layer, the second covering layer, and the metal foil are joined by ~~an~~ adhesive layers layer.

20. (Currently amended) A method for manufacturing a heat-insulating and soundproofing lining for attachment to a surface in an engine compartment of a motor vehicle, comprising:

providing a first covering layer comprising at least one of a polyester web, a glass fiber web, a carbon fiber web, a ceramic fiber web, and a mineral fiber web;

providing a duroplastic foam layer ~~in planar contact~~ on the first covering layer, wherein the duroplastic foam layer comprises a flexible, open-cell foam of melamine resin and has a long-term thermal loadability at 200°C of three weeks;

providing a soundproofing layer ~~on the first covering~~ duroplastic foam layer, the soundproofing layer being formed from one of the group consisting of plastic foam, particle composite foam, and a non woven fabric consisting of at least one of natural fibers and synthetic fibers;

providing a second covering layer on the soundproofing layer, the second covering layer being positioned adapted for planar contact with the surface in the engine compartment when the lining is attached to the surface, the second covering layer comprising at least one of a polyester web, a glass fiber web, a carbon fiber web, a ceramic fiber web, and a mineral fiber web;

pressing the layers together at an increased temperature and an increased pressure.

21. (Currently amended) The method of claim 20, further comprising:  
providing an adhesive between ~~at least two of~~ the layers.
22. (Currently amended) The method of claim 20, further comprising ~~providing~~ bonding a metal foil ~~to in planar contact with~~ the first covering layer.
23. (Previously presented) The method of claim 20, wherein the duroplastic foam layer has a long-term thermal stability up to 180°C and a thickness of less than 5 mm.
24. (Canceled)
25. (New) The heat-insulating and soundproofing lining of claim 1, wherein the first covering layer and the duroplastic foam layer have a bulk density in a range from 8.5 kg/m<sup>3</sup> to 11.5 kg/m<sup>3</sup>.
26. (New) The heat-insulating and soundproofing lining of claim 1, wherein the first covering layer and the duroplastic foam layer have a thermal conductivity no greater than 0.035 W/mK.
27. (New) A heat-insulating and soundproofing lining for attachment to a surface in an engine compartment of a motor vehicle, the lining comprising:
  - a first covering layer positioned for exposure to an engine compartment thermal environment when the lining is attached to the surface, the first covering layer comprising at least one of a polyester web, a glass fiber web, a carbon fiber web, a ceramic fiber web, and a mineral fiber web;
  - a duroplastic foam layer bonded to the first covering layer, wherein the duroplastic foam layer includes a flexible, open-cell foam and has a long-term thermal loadability at 200°C of three weeks, the first covering layer and the duroplastic foam layer having a bulk density in a range from 8.5 kg/m<sup>3</sup> to 11.5 kg/m<sup>3</sup> and thermal conductivity less than or equal to 0.035 W/mK;
  - a soundproofing layer bonded to the duroplastic foam layer, wherein the soundproofing layer is selected from the group consisting of plastic foam, particle composite foam, and a non woven fabric; and

a second covering layer bonded to the soundproofing layer and positioned for contact with the surface when the lining is attached to the surface, the second covering layer comprising at least one of a polyester web, a glass fiber web, a carbon fiber web, a ceramic fiber web, and a mineral fiber web.

28. (New) The heat-insulating and soundproofing lining of claim 27, wherein the duroplastic foam layer has a long-term thermal stability up to 180°C and a thickness of less than 5 mm.

29. (New) The heat-insulating and soundproofing lining of claim 27, wherein the duroplastic foam layer comprises a flexible, open-cell foam of melamine resin.

30. (New) The heat-insulating and soundproofing lining of claim 27, further comprising a metal foil bonded to the first covering layer.

31. (New) A heat-insulating and soundproofing lining for attachment to a surface in an engine compartment of a motor vehicle, the lining comprising:

a first covering layer positioned for exposure to an engine compartment thermal environment when the lining is attached to the surface, the first covering layer comprising at least one of a polyester web, a glass fiber web, a carbon fiber web, a ceramic fiber web, and a mineral fiber web;

a duroplastic foam layer bonded to the first covering layer, the duroplastic foam layer comprising a flexible, open-cell foam and having a long-term thermal loadability at 200°C of three weeks;

a soundproofing layer bonded to the duroplastic foam layer, the soundproofing layer being formed from one of a plastic foam having a volumetric weight in a range from about 6 kg/m<sup>3</sup> to about 30 kg/m<sup>3</sup> and a particle composite foam having a volumetric weight in a range from about 40 kg/m<sup>3</sup> to about 80 kg/m<sup>3</sup>; and

a second covering layer bonded to the soundproofing layer and positioned for contact with the surface when the lining is attached to the surface, the second covering layer

comprising at least one of a polyester web, a glass fiber web, a carbon fiber web, a ceramic fiber web, and a mineral fiber web.

32. (New) The heat-insulating and soundproofing lining of claim 31, wherein the first covering layer and the duroplastic foam layer have a bulk density in a range from  $8.5 \text{ kg/m}^3$  to  $11.5 \text{ kg/m}^3$ .

33. (New) The heat-insulating and soundproofing lining of claim 31, wherein the first covering layer and the duroplastic foam layer have a thermal conductivity no greater than  $0.035 \text{ W/mK}$ .

34. (New) The heat-insulating and soundproofing lining of claim 31, wherein the duroplastic foam layer has a long-term thermal stability up to  $180^\circ\text{C}$  and a thickness of less than 5 mm.

35. (New) The heat-insulating and soundproofing lining of claim 31, wherein the duroplastic foam layer comprises a flexible, open-cell foam of melamine resin.

36. (New) The heat-insulating and soundproofing lining of claim 31, further comprising a metal foil bonded to the first covering layer.